

IN THE CLAIMS

Please amend the claims as follows:

Claim 1 (Cancelled).

Claim 2 (Currently Amended): An aircraft Aircraft engine according to claim 1, including a fan casing and a pod, wherein said pod comprises, in sequence along the air flow direction:

an air inlet structure fixed to the fan casing;

at least one fan cowl; and

at least one thrust inverter cowl fixed to the fan casing,

wherein the pod further comprises:

a releasable connection mechanism configured to releasably connect a front edge of the fan cowl to a back edge of the air inlet structure; and

in which the additional stiffening means comprise several rigid stiffeners of which one first end is fixed to the air inlet structure close to the releasable connection mechanism axial force transmission means, and a second end of each of said rigid stiffeners is fixed to the air inlet structure close to the location at which the air inlet structure is fixed to the fan casing.

Claim 3 (Currently Amended): An aircraft Aircraft engine according to claim 1, including a fan casing and a pod, wherein said pod comprises, in sequence along the air flow direction:

an air inlet structure fixed to the fan casing, wherein the air inlet structure comprises an outer enclosure, an inner enclosure, and first stiffeners connecting the outer enclosure and the inner enclosure to each other;

at least one fan cowl; and

at least one thrust inverter cowl fixed to the fan casing,

wherein the pod further comprises:

a releasable connection mechanism configured to releasably connect a front edge of the fan cowl to a back edge of the air inlet structure; and

~~in which the air inlet structure comprises an outer enclosure, an inner enclosure, and stiffeners connecting the outer enclosure (10) and the inner enclosure to each other, the additional stiffening means comprising several~~

second rigid stiffeners, of which a first end is fixed to the first stiffeners, at the mid-point along their the first stiffeners' length, and a second end of said second rigid stiffeners is fixed to the air inlet structure (6) close to the location at which the air inlet structure is fixed to the fan casing.

Claim 4 (Currently Amended): An aircraft Aireraft engine according to claim 1, including a fan casing and a pod, wherein said pod comprises, in sequence along the air flow direction:

an air inlet structure fixed to the fan casing;

at least one fan cowl; and

at least one thrust inverter cowl fixed to the fan casing,

wherein the pod further comprises:

a releasable connection mechanism configured to releasably connect a front edge of the fan cowl to a back edge of the air inlet structure; and

~~in which the additional stiffener means include~~ complementary elements formed on a front edge of the thrust inverter cowl and on a back edge of the fan cowl, ~~the said~~ complementary elements being arranged so as to be inserted in each other with a small

predetermined axial clearance when the releasable connection mechanism connects the fan cowl ~~is closed~~ to said air inlet structure, to enable transmission of axial forces after compensation of ~~the~~ said clearance.

Claim 5 (Currently Amended): An aircraft ~~Aircraft~~ engine according to claim 4, ~~in which~~ wherein the complementary elements comprise several orifices formed on the front edge of the thrust inverter cowl and several studs formed on the back edge of the fan cowl, so as to penetrate into ~~the~~ said orifices when the releasable connection mechanism connects the fan cowl ~~is in the closed position~~ to said air inlet structure, the orifices and the studs being distributed around the periphery of the engine.

Claim 6 (Currently Amended): An aircraft ~~Aircraft~~ engine according to claim 4, ~~in which~~ wherein the complementary elements comprise a circumferential groove formed on the front edge of the thrust inverter cowl and a stud formed on at least part of the circumference of the back edge of the fan cowl, so as to penetrate into ~~the~~ said circumferential groove when the releasable connection mechanism connects the fan cowl to said air inlet structure ~~is in the closed position~~.

Claim 7 (New): An aircraft engine according to claim 2, wherein said first end of each of said rigid stiffeners is fixed to the air inlet structure at a same radial distance as the releasable connection mechanism.

Claim 8 (New): An aircraft engine according to claim 7, wherein said second end of said rigid stiffeners is fixed to the air inlet structure at the location where the air inlet structure is fixed to the fan casing.

Claim 9 (New): An aircraft engine according to claim 8, wherein said first end of each of said rigid stiffeners is fixed to the air inlet structure before and after the releasable connection mechanism releases the fan cowl from said air inlet structure.

Claim 10 (New): An aircraft engine according to claim 9, wherein said second end is fixed to the air inlet structure before and after the releasable connection mechanism releases the fan cowl from said air inlet structure.

Claim 11 (New): An aircraft engine according to claim 3, wherein said second end of said second rigid stiffeners is fixed to the air inlet structure at the location where the air inlet structure is fixed to the fan casing.

Claim 12 (New): An aircraft engine according to claim 11, wherein said first end of each of said second rigid stiffeners is fixed to the air inlet structure before and after the releasable connection mechanism releases the fan cowl from said air inlet structure.

Claim 13 (New): An aircraft engine according to claim 12, wherein said second end is fixed to the air inlet structure before and after the releasable connection mechanism releases the fan cowl from said air inlet structure.

Claim 14 (New): An aircraft engine according to claim 2, wherein said releasable connection mechanism comprises blades on said front edge of the fan cowl, and wherein said blades fit into orifices provided on the air inlet structure.

Claim 15 (New): An aircraft engine according to claim 2, wherein said releasable connection mechanism comprises a circumferential stud on said front edge of the fan cowl, and wherein said stud fits into a circumferential groove provided on the air inlet structure.

Claim 16 (New): An aircraft engine according to claim 3, wherein said releasable connection mechanism comprises blades on said front edge of the fan cowl, and wherein said blades fit into orifices provided on the air inlet structure.

Claim 17 (New): An aircraft engine according to claim 3, wherein said releasable connection mechanism comprises a circumferential stud on said front edge of the fan cowl, and wherein said stud fits into a circumferential groove provided on the air inlet structure.

Claim 18 (New): An aircraft engine according to claim 2, wherein said rigid stiffeners are arranged so as to be located on a same plane approximately perpendicular to a longitudinal axis of said aircraft engine.

Claim 19 (New): An aircraft engine according to claim 2, wherein the second end of each of said rigid stiffeners is offset backwards and inwards relative to said first end.